

R. F. TAYLOR
Sole Agent.
Lighters and Steam Launches
Supplied.
HONGKONG, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & Co., LIMITED,
General Managers.

NEW SERIES No. 4026.

日一初月八年八十二緒光

TUESDAY, SEPTEMBER 2, 1902.

二拜禮

號二月九年二

THIRTY DOLLARS
PER ANNUM.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 13,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND \$710,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND
SMITHS' BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 1st September, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., H. Schubert, Esq.,
E. Goetz, Esq., N. A. Siebs, Esq.,
G. H. Medhurst, Esq., H. W. Slade, Esq.,
D. M. Moses, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 16th August, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq., C. Ewens, Esq.,
Chow Tung Shing, Esq., Julius Focke, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN
BRANCHES:
Berlin Calcutta Hankow
Tientsin Teingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Manager.
Hongkong, 15th April, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,758,600
Gold \$6,758,600

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARRS' BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business
transacted.
INTEREST ALLOWED
On Current Accounts at 2½ per annum.
On Fixed Deposits: 2½ per annum.
For 3 months 3½ " "
" 6 " 4 " "
" 12 " 4 " "

N. G. EVANS,
Acting Manager.
Hongkong, 1st July, 1902. [17]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1½ per Annum Fixed Deposits for 3 months.
1½ " " " 6 " "
1½ " " " 12 " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " 3½ " "
" " " 3 " " 3 " "

T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902. [11]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept Fire
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1896. [15]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [12]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS CAPTAINS TO SAIL REMARKS
SINGAPORE & BOMBAY } *Mazagan* } G. Philipps, R.N.R. ... About 3rd Sept. ... Freight only.
MSEILLES and LONDON } *Banca* } E. P. Martin, R.N.R. ... Noon, 5th Sept. ... Freight only.
YOKOHAMA } *Glenshiel* } ... About 6th Sept. ... Freight only.

LONDON, &c. } *Parramatta* } F. J. Fox ... Noon, 13th Sept. ... Freight or Passage
SHANGHAI } *Valetta* } A. G. Cobitt, R.N.R. ... About 13th Sept. ... Freight or Passage.

* (See Special Advertisement).
† VIA SHANGHAI, MOJI and KOFU (Passing through the Inland Sea).
‡ (Calling at PENANG and COLOMBO if sufficient inducement offers).

For Further Particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 29th August, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.
N.B. Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
KONIG ALBERT THURSDAY, 4th September.
PRINZESS IRENE THURSDAY, 18th September.
PRINZ-REGENT LUITPOLD WEDNESDAY, 1st October.
PREUSSEN WEDNESDAY, 15th October.
HAMBURG WEDNESDAY, 29th October.
SACHSEN WEDNESDAY, 12th November.
GERA WEDNESDAY, 26th November.
KIAUTSCHOU WEDNESDAY, 10th December.
BAYERN WEDNESDAY, 24th December.
KONIG ALBERT WEDNESDAY, 7th January, 1903.
PRINZESS IRENE WEDNESDAY, 21st January, 1903.
DARMSTADT WEDNESDAY, 4th February, 1903.
PREUSSEN WEDNESDAY, 18th February, 1903.
HAMBURG WEDNESDAY, 4th March, 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at NOON, the Steamship "KONIG
ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAELS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 2nd September, Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 3rd September, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 3rd September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS. [153c]
Hongkong, 20th August, 1902.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF
American Refrigerators.

THE "NIAGARA," THE "ERIE"

DRY AIR REFRIGERATORS.

ICE CHESTS. ICE SHAVES. ICE PICKS.

THE CELEBRATED
"GEM" ICE CREAM FREEZERS.

THIN TROPICAL BLANKETS,
AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.
Hongkong, 16th June, 1902. [732c]

GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.
Apply to
DODWELL & Co., LIMITED.
Hongkong, 5th March, 1902. [271c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,
140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable
feature of the story. The "Lancet" has had frequent references to Bovril in the reports of
the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has
had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell
have written their Bovril stories. Over 500 British hospitals and similar public institutions
use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains
the albumen and fibrine, the sustaining properties of the beef. It is this fact, together with
its absolute purity, that commends Bovril to physicians and scientists, and proves in practice
what it demonstrates in analysis. [C]

THE REASON IS NOT FAR TO SEEK. BOVRIL IS A NOURISHER AS WELL AS A STIMULANT. IT CONTAINS
THE ALBUMEN AND FIBRINE, THE SUSTAINING PROPERTIES OF THE BEEF. IT IS THIS FACT, TOGETHER WITH
ITS ABSOLUTE PURITY, THAT COMMENDS BOVRIL TO PHYSICIANS AND SCIENTISTS, AND PROVES IN PRACTICE
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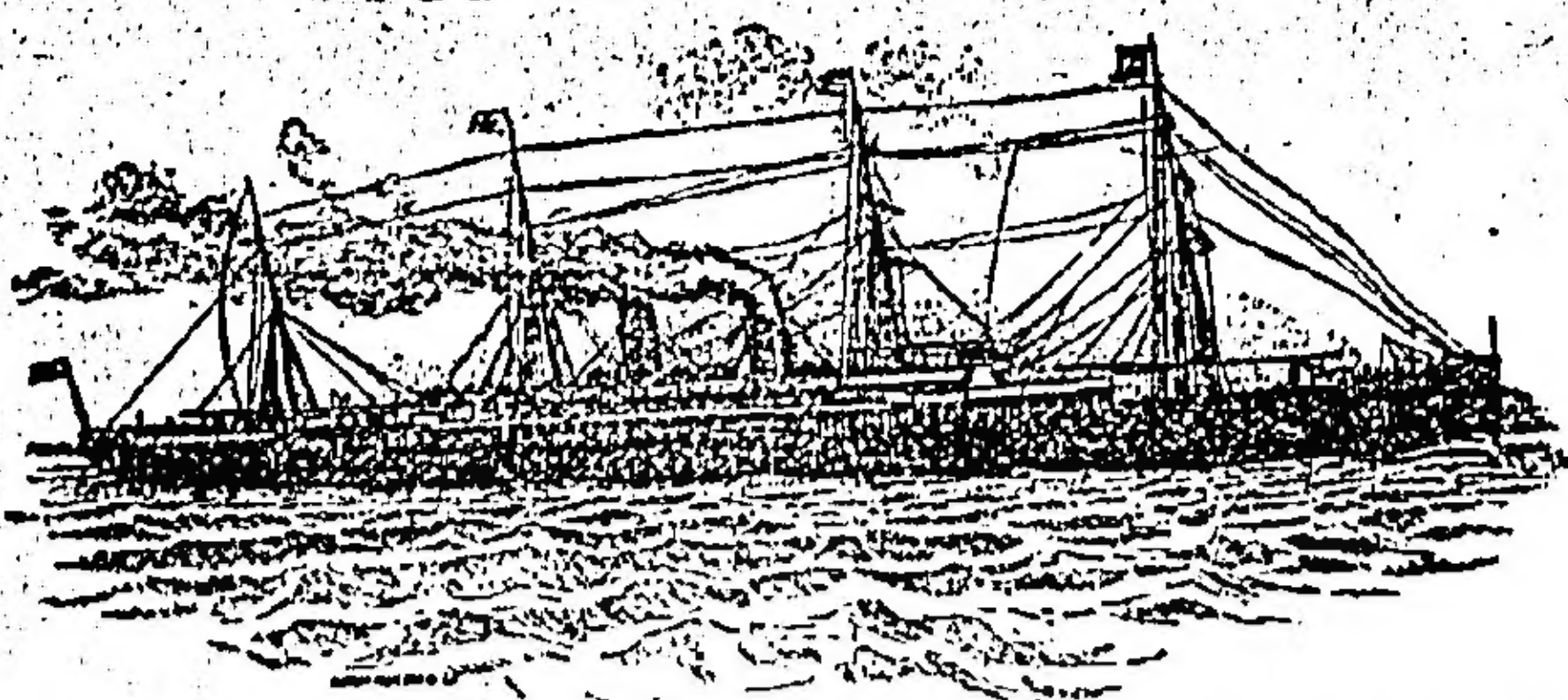
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THE REASON IS NOT FAR TO SEEK. BOVRIL IS A NOURIS

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG

"PERU"	TUESDAY, 9th September, at Noon.
"COPPIO"	TUESDAY, 16th September, at Noon.
"AMERICA MARU"	WEDNESDAY, 24th Sept., at Noon.
"CITY OF PEKING"	WEDNESDAY, 1st October, at Noon.
"GAELIC"	FRIDAY, 10th October, at Noon.
"HONGKONG MARU"	SATURDAY, 16th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 9th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

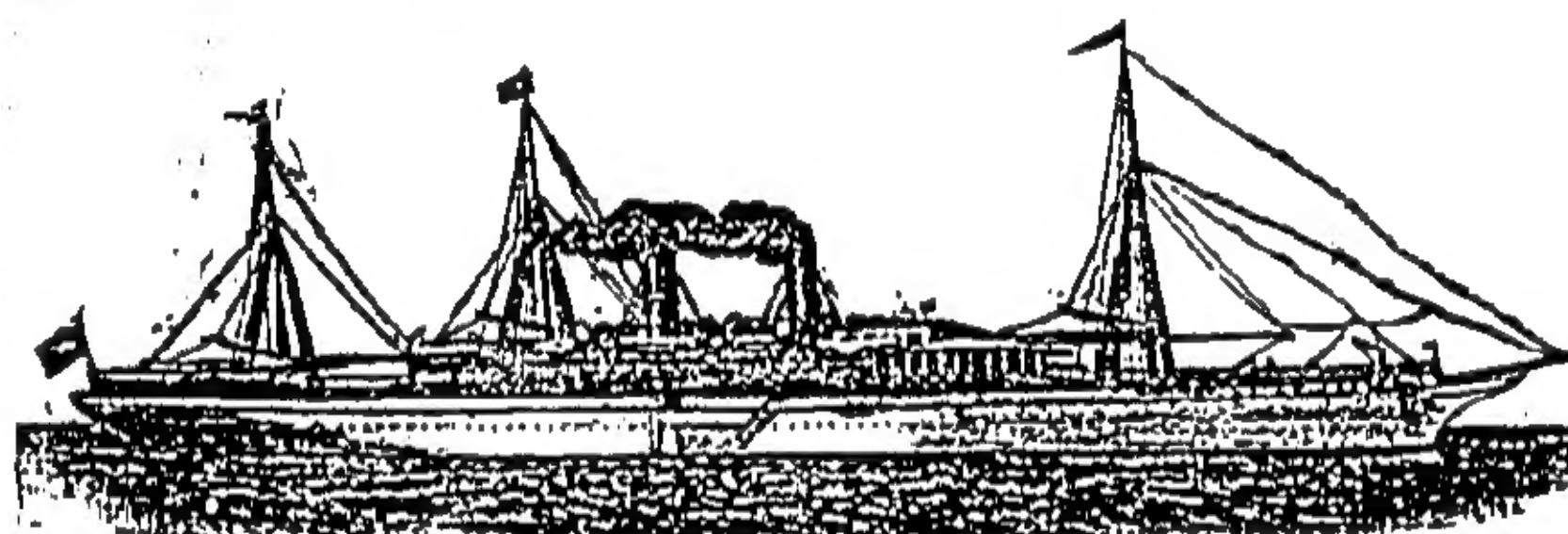
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 10th Sept.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 24th Sept.
"ATHENIAN"	Comdr. H. Mowat	WEDNESDAY, 8th Oct.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 26th August, 1902.

D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
KONIGSBERG	HAVRE and HAMBURG.	12th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE and HAMBURG.	24th Sept.	Freight.
Kirchner	(Calling at SINGAPORE and COLOMBO.)		
REIBURG	HAVRE and HAMBURG.	8th Oct.	Freight.
Prisch	(Calling at SINGAPORE and PENANG.)		
SILVIA	HAVRE and HAMBURG.	22nd Oct.	Freight.
Behrens	(Calling at SINGAPORE and COLOMBO.)		
SAXONIA	HAVRE and HAMBURG.	6th Nov.	Freight.
Jaeger	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd September, 1902.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions from the Base Medical Store Depot, C.F. to Sell by
PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 3rd September, 1902, at 2.30 P.M., at their
SALES ROOMS, No. 20, Des Vaux Road, A QUANTITY OF
MEDICAL AND SURGICAL STORES.
TERMS—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th August, 1902. [907d]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 3rd September, 1902, at 2.30 P.M., at their
Sales Rooms, 20, Des Vaux Road, SUNDRY HOUSEHOLD FURNITURE.
Comprising:—
One VIENNA DRAWING ROOM SUITE, TEAKWOOD DRESSING TABLES with GLASS, BOOK CASE, CARD TABLES, MARBLE TOP WASHSTANDS, TEAKWOOD SIDEBOARD with GLASS, IRON BEDSTEADS, CARPETS and RUGS, CROCKERY WARE, PICTURES, &c.; &c.
Also
One SEMI-GRAND PIANO by JOHN BRINSMEAD & SONS.
AND
One EMPIRE TYPEWRITER (in good order and condition).
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th August, 1902. [908d]

Intimations.

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1903 MEETING.

- FIRST DAY.**
- 1.—Wong Nei Cheong Stakes, Five Furlongs, Hongkong Walers.
 - 2.—Valley Stakes, 1 Mile, China Griffins.
 - 3.—Maiden Stakes, 1 Mile, Water Griffins.
 - 4.—Victoria Stakes, One Mile, China Ponies.
 - 5.—Fochow Cup, 2-mile post once round and in, Open Walers.
 - 6.—Derby, One and a half Miles, Water Griffins.
 - 7.—Lusitano Cup, One Mile, China Griffins.
 - 8.—Club Cup, One and a half Miles, China Ponies.
 - 9.—Encouragement Stakes, One Mile, Water Griffins.
 - 10.—Chinese Club Cup, Once round, China Griffins.

- SECOND DAY.**
- 1.—Flyaway Stakes, Seven Furlongs, Water Griffins.
 - 2.—Exchange Plate, 1 Mile, China Ponies.
 - 3.—Professional Cup, One and a half Miles, Open Walers.
 - 4.—German Cup, One Mile and a quarter, China Griffins.
 - 5.—Garrison Cup, One Mile, Water Griffins.
 - 6.—Jockey Cup, One Mile, China Griffins.
 - 7.—Great Southern Stakes, 2-mile post once round and in, China Ponies.
 - 8.—Navy Cup, One and a quarter Mile, Hongkong Walers.
 - 9.—Hongkong Stakes, One Mile and a half, China Griffins.
 - 10.—Tai Yauk Fong Cup, Once round, China Ponies.

- THIRD DAY.**
- 1.—Spring Stakes, 2-mile post once round and in, China Griffins.
 - 2.—Grand Stand Stakes, One Mile and a quarter, Water Griffins.
 - 3.—Challenge Cup, One Mile and three quarters, China Ponies.
 - 4.—Ladies' Purse, One Mile, Hongkong Walers.
 - 5.—Blake Challenge Cup, One Mile, China Griffins.
 - 6.—The Parsee Cup, One Mile, China Ponies.
 - 7.—Phaeton Stakes, 1 Mile, Water Griffins.
 - 8.—Champions, One Mile and a quarter, China Ponies.
 - 9.—Waler Champions, One Mile and a quarter, Open Walers.
 - 10.—Nil Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Winners and Griffins as may be determined by the Stewards hereafter.

"HONGKONG WALERS" means all Walers imported into Hongkong in any year as "Subscription" or "Derby Griffins."

"WATER GRIFINS" means all Walers imported into Hongkong in 1902 as "Subscription Griffins."

"OPEN WALERS" means all Walers imported into Hongkong in any year as "Subscription" or "Derby Griffins."

"Subscription" means 15 hands 1 inch first race in Shanghai as "Subscription Griffins," and all Walers imported into Hongkong before 1st August, 1902, not exceeding 15 hands 1 inch in height.

"CHINA GRIFINS" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins."

"CHINA PONIES" means all China Ponies not exceeding 14 hands 2 inches in height.

By Order of the Stewards,
A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [886d]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing for China Ponies for forthcoming Meeting and who have not already sent their Names in, will please communicate with the Undersigned.

A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [885d]

CHEESE! CHEESE! CHEESE!

JUST LANDED BY S.S. "PRINCESS IRENE."

EMMENTHAL, SWISS, LIMBURG, KROUTER, BRIE, ROQUEFORT, NEUFCHATEL and CAMEMBERT.

Also
Finest GERMAN SAUSAGES of Various Kinds, Best Assorted GERMAN PICKLES, First-class Assorted Fish "ABERDEEN."

H. RUTONJEE,
Telephone No. 190,
No. 5, D'Almeida Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 27th August, 1902. [897d]

Notices of Firms.

NOTICE.

WE have This Day authorized Mr. L. M. H. BOSSERRE to SIGN our Firm at Hongkong and Canton PER PROSECUTION, LUTGENS, EINSTAMANN & CO. Hongkong, 1st September, 1902. [910d]

THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED to be connected with our Firm.
Mr. SCUTHER KEN has been APPOINTED OUR REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS and all Orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,

J. R. CAPELL,
Manager.
Hongkong, 4th August, 1902. [816d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c. ex S.S. China.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Goods not cleared by the 4th September at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 29th August, 1902. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th September will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 29th August, 1902. [904d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex S.S. Kilma, Java and Ellora.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1902. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain T. Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 1st September, 1902. [915d]

Hotels.

HOTEL CRAIGIEBURN,

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,

KOWLOON

J. W. OSBORNE,

Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,

CIVILITY AND ATTENTION.

Apply to

A. SILVA, Manager.

TERMS MODERATE.

Hongkong, 24th May, 1902. [1339c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

72d] Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specification Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
(Proprietors and Sole-Manufacturers)
9, Old China Street, Shanghai.

12th October, 1898. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1216c]

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS

Intimations.

**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S
CELEBRATED**

E

BLEND

VERY

OLD LIQUEUR

**SCOTCH
WHISKY.**

Our Celebrated 'E' LIQUEUR SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND specially selected. It is of great age, very fine and mellow.

Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$10

**A. S. WATSON & Co.,
LIMITED**

The Hongkong Dispensary

TELEPHONE NO. 35
CABLE ADDRESS: 'WATSON' HONGKONG.
A. B. C. CODE: 4th EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,
祥利廣**

17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [28d]

GEO. PATTON & CO.

Have for Sale a large Consignment of
H. W. JOHNS & CO.'S
ASBESTOSCEAL SECTIONAL PIPE
COVERING, ASBESTOSCEAL SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST.

EFFICIENT. DURABLE.

Estimates and Samples furnished on
application.
Hongkong, 30th July, 1902. [28d]

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., unless return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, 10 cents; Weekly, twenty-five cents.

MARRIAGE.

On the 2nd instant, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnston, JOHN JACKSON, son of Sidney Jackson, of Longfield Carrickmacross, Co. Monaghan, to ELSTIE, daughter of Dr. Stockwell, of Dunwich, Brisbane. [917d]

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 2, 1902.

LOCAL AND GENERAL.

PLAGUE AND CHOLERA.—One fatal case of plague and one fatal case of cholera occurred in the Colony during the past twenty-four hours.

LARCENY.—A Chinaman, charged by one of his acquaintances with larceny of about \$100, though pleading not guilty, was sentenced to three months.

THE "EUROPEAN FEVER," (Dengue) as the natives call it for some unknown reason, having paid the north and centre a visit, has now been busy in Lower Peak for the past fortnight.

A COMMON OFFENCE.—W. MacNellie, a seaman, was charged before Mr. Kemp this morning with being drunk and incapable, assaulting a Chinese coolie and a Chinese constable. He pleaded guilty, was fined \$4, and had to pay the Chinese coolie 25 cents compensation.

THE TEMPLE OF SOLOMON.—The *New Wiener Tagblatt* says that Dr. Zeller, a professor at the Vienna University, who is exploring in behalf of the Imperial Academy of Sciences, has discovered the walls and gateway of the ancient temple of Solomon in the neighbourhood of Jachahat, in Samaria.

AUSTRALIA AND THE ROYAL NAVY.—Rear-Admiral Beaumont, interviewed, declared that Australia should increase her contribution to the royal navy, and so secure larger and more modern warships. Australia at present is at the mercy of an overseas attack, and her naval defences, which are out of date, should be improved.

OFFICERS OF THE ORIENTAL FLEET of Pacific Mail steamers are feeling the hot weather which prevails at this time of the year between Honolulu and Hongkong, and, according to an exchange of letters at present much desired, Capt. A. F. Pillsbury of the *Peru* has been granted leave of absence, his place being taken by Capt. Robinson late of the *San Juan*.

CRUSADE AGAINST RATS.—The campaign against the rat is being maintained at North Sydney, and at the last meeting of the local council the inspector reported that since the beginning of March the man who had been engaged as a professional catcher had trapped 604 rats. In addition, a large number of rats had been killed by poison distributed by householders.

THE BACILLUS OF LOVE.—Two of the leading scientists of France, Professor Fere and Professor Fleury, declare that love is a bacillus that has not yet been identified. It is a malignant poison, that may be as beneficent or as deadly as morphine. It is frequently provocative of frightful crimes. Many murders that have been attributed to other causes have been due to the love bacillus.

UNWHOLESOME PORKERS.—Three coolies, and a boatman were charged by Detective Sergt. O'Sullivan with bringing tainted and unwholesome pork, unfit for human consumption, into the Colony on the 1st inst. Mr. D'Almada e Castro appeared for the defence. The charge against the boatman was withdrawn, and the case against the coolies will be proceeded with on Friday next.

JUMPING INTO THE FUNNEL OF A LOCOMOTIVE.—Olin Grelish, aged 23, of Leavenworth, Kas., committed suicide between Lebanon and Springfield by leaping into the funnel of a locomotive drawing the west-bound San Francisco passenger train. According to passengers Grelish climbed on top of the water tank, and, with a yell, dived into the funnel. He was pulled out by the trainmen with difficulty, terribly burned and dead.

TO KEEP COOL.—The average man imagines that when he has taken a cold bath, donned flannels, put on a straw hat and drunk a tumbler or two of ginger beer, he has done all that in him lies. But it must be pointed out that to keep strong this weather one must practise activity, and the more exercise one takes the better able one is to war against the enervation of the temperature. A long walk or a hard ride early in the morning will help one through the day much more than will many iced drinks in the noonday. *Globe*.

COTTAM & CO. FOR TRESS'S STRAW and FELT HATS.

BUSINESS IN HANKOW TEA has only been on a moderate scale, as the country buyers have not responded freely. Good teas hold their own, but common to medium sorts have been pressed and fair Panyongs have been sold at auction at 5d. 5/4d., and more are printed for to-morrow.

SIXTEEN BRIDAL COUPLES.—One of the trains on the Reading Railroad (Pa.) recently bore, besides countless old shoes and quarts of rice, sixteen bridal couples. Just after the train left Reading one of the benches suggested that the members of the party should be made known to one another before they parted, and a great jollification was kept up until they reached the Philadelphia terminal, where the unique trainload dispersed.

PRECAUTIONS AGAINST BURGLARS.—A correspondent to a Malay journal recommends the following as an effectual precaution against burglars:—"If you are sleeping in a room in which apprehend a visit from a robber, spread half-a-dozen newspapers on the floor near the entrance of the room. The very lightest step will rustle the paper so as to awaken the heaviest sleeper and the door cannot be opened or a step made without the rustling."

THE CHURCH IS LOSING NO TIME in seeking to restore the "waste places" in South Africa, says the *Church Courier*. The Society for the Propagation of the Gospel in Foreign Parts has made a grant of £7,000 to the diocese of Pretoria, and of £2,500 to the diocese of Bloemfontein, for the immediate purpose of restoring the work hindered by the late war, and of taking advantage of the new openings which will assuredly present themselves now that peace is assured. The society contemplates spending £30,000 upon South Africa.

MARSHAL SU IN TROUBLE.—A Peking despatch states that when a few days ago Marshal Su, who is commanding the Government troops in Kwangsi operating against the rebels, sent an immensely long telegram, addressed to the Throne, giving a résumé of the military operations in Kwangsi during April, May, June, and July, and Imperial Rescript was telegraphed back to the Marshal severely censuring him for underrating the importance of the rebellion and failing to send frequent reports to the Throne concerning the situation, which is felt in Peking and also in Canton to be of a grave and serious nature.

MACAO AMATEUR DRAMATIC CO.—As we mentioned last week the Amateur Dramatic Company of Macao intended giving two performances at the Catholic Union. The first of these took place on Saturday evening, when the two-act drama, *A Volta do Crucado*, and the laughable farce *Menina e Procuca*, were given to crowded houses. The second and the last performance took place last night when the drama was repeated and the entertainment concluded with a laughable farce, entitled *Cabeça Virada*. Much credit is due to the Jesuit Fathers who have spared no pains in bringing about such a successful entertainment.

EXTRADITION CASE.—A Chinaman, charged on remand with committing armed robbery in the Empire of China, was again brought before Mr. Hazeland this morning. Mr. Hays was present for the defence, and Mr. Hastings, who appeared to prosecute on behalf of the Chinese Government, requested that a day be fixed for the cross-examination of witnesses for the defence. He thought that it would fully occupy a whole day. Mr. Hays did not object to an adjournment, but said that Dr. Rennie, who was attending the defendant, had promised to give evidence, and if he did not appear, he would agree to adjourn the case. Mr. Hazeland therefore remanded the further hearing until the 18th inst.

FREE-HAND DRAWING.—The *Sydney Bulletin* has no great respect for persons. It speaks as familiarly of the highest as of the lowest in the land. Here is a little descriptive account which is peculiarly Bulletinish:—"State Excellency Rawson did his first bricklaying and earned his first silver trowel last week, when the foundation stones of the new North Shore Hospital was swung to its place. It was all very funeral; the grey, rainy afternoon, the tired heads, the silence, the viceregal oration, then the burial—of the bottle—with papers a d'coin, instead of pickles, in its interior. His Excellency is making great efforts to memorize names and places and the amount of the debt. There is always a debt mentioned to him when he lays a brick or attends a charitable meeting. 'Mr. Dibbs,' echoed His Excellency meditatively when the donor of £1,000 was presented to him, 'Ah, Mr. Dibbs!'"

THE PREHISTORIC RUINS IN RHODESIA.—The British South Africa Company is taking steps for the preservation of the prehistoric ruins in Rhodesia. Mr. R. N. Hall, of Bulawayo, one of the authors of "Ancient Ruins of Rhodesia," has been commissioned to make a thorough examination of the Great Zimbabwe remains in Mashonaland, and to advise as to the best means of preserving them. These relics of earlier ages cover an area of nearly two square miles, and include the ruins of three pagan temples. They are supposed to be at least three thousand five hundred years old, and the builders are believed to have been the Sabaeans of South Arabia. Mr. Hall is already on the spot, and will stay about six months. He says that the view from the top of the temples exceeds even that from the Matopos Hills, where Mr. Rhodes is buried.

COTTAM & CO. FOR GENT'S BATH-ING GEAR.

HONGKONG OBSERVATORY AND STORM WARNINGS.

IMPORTANT CORRESPONDENCE.

We have received from the Secretary to the Hongkong General Chamber of Commerce a copy of the recent correspondence which has passed between the Government and the Chamber relating to the storm warnings issued by the Hongkong Observatory. The matter is of great interest to the shipping community and will doubtless be read by many. The correspondence is as follows:—

Hongkong General Chamber of Commerce, Hongkong, 17th May, 1902.

Sir,—The attention of the Committee has been drawn to a statement in the *Daily Press* to the effect that the storm warnings issued by the Sicauei Observatory, Shanghai, were not received by the Kowloon Observatory for reasons known best to the Director, and that in the absence of such notices vessels leaving here for Japan last summer had been caught in the typhoon of August in which one had been lost, and another, the Indo-China steamer *Laisang*, placed in great jeopardy.

In reply to an inquiry from this Chamber as to the correctness of the statement, that the Kowloon Observatory had refused to receive the Shanghai storm warnings, the Director of the Sicauei Observatory says it is true that the Government Astronomer at Hongkong has objected to receive them and they have unfortunately been lacking in intercourse with the Hongkong Observatory.

This is not, the Committee regret to notice, the first time that the Chamber has had to call attention to a want of co-operation shown by the Director of the Kowloon Observatory with other similar establishments, and of apparently causeless ill feeling against them. They are strongly of opinion that neither professional jealousy nor disapproval of the methods of other meteorological establishments should be allowed to influence Dr. Doberck, but that he should be only too glad to avail himself of all information obtainable in order to enable him to issue timely warnings of impending bad weather. It appears that on the occasion in question the necessary warnings were given by Sicauei Observatory to South-bound vessels much earlier than the Hongkong Observatory issued them to vessels bound North, and had the two Observatories been in close touch the vessels leaving Hongkong for the North at the time would have had the benefit before their departure of the earlier warnings from Shanghai.

My Committee trust that the Government will take steps to secure reciprocal exchange of storm warnings at the Kowloon Observatory not only with Sicauei Observatory but also endeavour to bring about friendly co-operation with all meteorological establishments throughout the Far East. They would also like to point out the great importance of the earliest possible issue of storm warnings, whenever received, no matter if it be on Sundays or holidays.

The Committee would also point out the pressing necessity that exists, in view of the enormous value of the shipping passing through the port, for the establishment of a complete code of flag signals by day and lantern signals by night to afford every variety of weather information to the masters of vessels. Without in any way wishing to institute comparisons, it may be useful, as some guide to what is required, to mention that Shanghai possesses a code of signals worked on information supplied by the Sicauei Observatory at various hours during the day, which is admittedly the best in the Far East. In a matter affecting the safety of vessels and the lives of those on board there should be no delay whatever, and certainly no room for the indulgence of private feeling or petty jealousy. I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE, Secretary.

Hon. F. H. May, C.M.G., Colonial Secretary.
Hongkong General Chamber of Commerce, Hongkong, 4th July, 1902.

Sir,—I am directed to acknowledge the receipt of your letter of 21st May last (No. 1107), stating that the non-receipt of storm-warning notices issued by the Sicauei Observatory was receiving attention.

My Committee would now be glad to know that the Government have made such arrangements as will ensure a better service of bad weather warnings at this port, as the typhoon season has commenced, and the early notice and circulation of these storm-warnings will be of the greatest service to the shipping community. I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. L. W., Secretary.

Hon. F. H. May, C.M.G., Colonial Secretary.
Colonial Secretary's Office, Hongkong, 31st July, 1902.

Sir,—With reference to your letter of the 4th instant, I am now directed to acquaint you for the information of the Chamber of Commerce that His Excellency the Officer Administering the Government has had under very careful consideration your letter of the 17th of May in which on behalf of the Chamber you drew attention to a statement in the *Daily Press* to the effect that storm warnings issued by Sicauei Observatory were not received by the Hongkong Observatory, and that as a consequence certain vessels which left this port for Japan last summer had been caught in the typhoon of August last, and that one had been lost and the other—the s.s. *Laisang*—placed in great jeopardy.

You added that your Committee trusted that the Government would take steps to secure exchange of storm warnings between the Hongkong Observatory and the Sicauei Observatory, and friendly co-operation between the Hong-

COTTAM & CO. FOR SUMMER UNDERWEAR.

Observatory and all meteorological establishments throughout the Far East; and you pointed out the necessity, or the earliest possible issue of storm warnings at this port and the adoption of a complete code of flag signals by day and lantern signals by night to afford every variety of weather information.

2. In reply, I am to transmit to you for the information of the Chamber of Commerce the enclosed copy of a memorandum, with its enclosures, drawn up by the Acting Director of the Observatory which shows that the Chamber allowed itself to be misled as to the real facts in the case of the s.s. *Laisang*. If Mr. Figg is correct in his assumption that the second vessel referred to by the anonymous writer in the *Daily Press* was the s.s. *De Witte*, the destructive criticism aimed by the Chamber at the Hongkong Observatory would appear entirely to lack the foundation of fact.

3. Mr. Figg explains why the Hongkong Observatory declines to issue storm warnings received from institutions elsewhere, and why it is not necessary to receive weather observations from the Sicauei Observatory; and shows that the Hongkong Observatory has been largely instrumental in obtaining observations from various sources in order to improve its forecasts. He adds that the storm warnings of the Hongkong Observatory are issued at the earliest possible moment consistently with the observations received.

4. After careful consideration on His Excellency is of opinion that the Hongkong Observatory cannot be made responsible for the storm warning of other institutions, and that having regard to Sicauei's position within a chain of stations from which the Hongkong Observatory receives observations it would serve no useful purpose for observations to be also received from the Sicauei Observatory.

5. His Excellency has also arrived at the conclusion that an alteration in the Hongkong system of signalling storms is not desirable, and that a system of flag signals to convey weather information is for the reasons indicated by Mr. Figg not suited to local conditions, and owing to the absence of Observing Stations to the West and South-West of Hongkong might at times be very misleading.

6. But His Excellency finds that the existing system of issuing weather information is capable of improvement, and has given directions by which it is hoped that the China Coast Meteorological Register issued by the Hongkong Observatory may be more quickly and more widely distributed, and has authorised arrangements by which the remarks that appear at the foot of the Register will, in special cases when the Director of the Observatory considers it useful and desirable, be circulated by Express to shipping firms and others. I have the honour to be, Sir, Your obedient servant,

(Sd.) F. H. MAY, Colonial Secretary.

The Secretary Hongkong General Chamber of Commerce.

MEMORANDUM BY THE ACTING DIRECTOR OF THE OBSERVATORY OF THE 24th JULY, 1902.

With regard to paragraph 1, I wish to point out that the first warning of the typhoon in question was issued from this Observatory on August 1st, at 11.50 a.m. A warning from Manila dated August 1st, 10 a.m., was received here the same day. In the Foochow monthly weather report, under date August 1st, I find the following warning, received from Sicauei, entered:—

"Typhoon S.E. of Loochoos going N.W."

It is thus seen that warning was received at that port from Sicauei also on the 1st.

As a matter of fact two warnings with reference to this typhoon were received at Hongkong Observatory from Sicauei at 8.10 a.m. on the 4th. They were as follows:—

"3rd. 12 a.m. typhoon N. of the Formosa Channel going N.W.," and

"3rd. 4 p.m. typhoon on land near Foochow going N.W."

On referring to the monthly weather report of the Hongkong Observatory herewith enclosed, it will be noticed that similar information was issued here 24 hours earlier and 5 hours earlier respectively.

It would appear that the Chamber of Commerce has been misled by the statements of an anonymous writer in the *Daily Press*, and it is to be regretted that they did not endeavour to verify the said statements. On the contrary I find that the s.s. *Laisang* left Hongkong on July 30th, about 5 p.m., two days before the first warning was issued from Hongkong Observatory, and two days before a similar warning was received from Sicauei at Foochow. Such a ship could not possibly be benefited by the information possessed at the time of her departure, by either of the observatories.

The s.s. *De Witte*, which is doubtless the vessel referred to in paragraph 1 as having foundered in consequence of insufficient warning from this Observatory, was really on a voyage from Moji, Japan, to Singapore, and met the typhoon on her southward voyage.

Sicauei obtains its typhoon warning from information furnished by a chain of stations stretching from Japan through the Loochoo Islands to Formosa, as shown in the accompanying map, and the whole of the information from every one of these stations is also received telegraphically by the Hongkong Observatory daily. It is the actual observations that are required by the forecaster, not expressions of opinion by others of the weather conditions likely to prevail.

This Observatory cannot be made responsible for the issue of storm warnings received in the Colony from institutions elsewhere. Such publication on our part would naturally imply agreement therewith and frequently this does not exist, and this Observatory ought not to be placed in the false position of being obliged to publish the warnings of others, without comment, and which it might fully believe to be

erroneous. I have little hesitation in saying that great confusion would result at all times, and this might on occasion lead to disaster.

The important station in the Shanghai district—Guttsloff lighthouse from which we receive observations. Shanghai could be dispensed with altogether, but the Imperial Maritime Customs there forwarded observations to Hongkong, I believe before this Observatory started work in 1884, and they have continued to do so ever since. The more observing stations the better as long as they are judiciously distributed, but three observing stations in the immediate neighbourhood of each other are quite unnecessary, and it is far more important that the Cable Companies, on whom we are absolutely dependent, and who are desirous of limiting rather than of extending this service, should be asked to send us observations from a district at present unrepresented, such as Weihaiwei, than that they should be asked to do so from one already sufficiently served.

This Observatory is only too glad to avail itself of all the information obtainable for the purpose of its weather service, and has continuously sought to obtain, and in fact been largely instrumental in obtaining, observations from various sources in order to improve the forecasts. The Jesuit institutions in Sicauei and Manila have ultimately benefited by these extensions.

Storm warnings are always issued at the earliest possible moment, consistently with the observations received. Sundays or holidays making no difference, the forecasts being posted, as usual, on the notice boards.

Weather information is published daily in the China Coast Meteorological Register. The information that a typhoon exists in the vicinity of any station is not definitely telegraphed to us, but is shown by the observations made at such station, and is thus at the disposal of anybody who chooses to look at the Register. I suggest that more copies of the Register be printed and that it be more widely distributed, say to all shipping firms and others to whom it is thought it may be useful. Information issued at other hours and now posted on the notice boards can be printed and circulated in the form of Expresses.

But it is here necessary to point out that the time of issue of the C.C.M.R. and storm warnings depends on the early or late arrival of the observations telegraphed to us by the Cable Companies, i.e. on causes absolutely beyond the control of the Observatory.

The last paragraph of the letter points out the pressing necessity for a change in the system of signalling storms in Hongkong. I have to call your attention to a letter from the Chamber of Commerce dated 23rd December, 1897, (in C.S.O. No. 3073 of 1897), in which the following remarks occur:—

"In the interests of the shipping community my Committee would respectfully suggest an early return to the system of meteorological signals in use from January 1884 to December 1896. Those signals having been in use for 13 years were becoming more and more understood and rightly interpreted by the boat and seafaring community, as is always the case the Committee believe when a system of signalling is introduced. They likewise convey to masters of ships intimations of the state of the weather at a distance on the voyages on which they were about to sail."

With the above expression of opinion, I most emphatically agree. The interests of the boat population must be considered as well as that of others. The simplest system in that case is certainly the best, and the adoption of any complicated or extensive system of flag signals—often invisible in the calm, weather usually preceding typhoons—such as used in Shanghai would, in my opinion, be a step in the wrong direction. It seems strange that the Chamber should adopt its present attitude and seek to alter a system of signalling typhoons—in use now for 19 years—which in 1898 they admitted had worked successfully in the past.

A flag signal code to be useful must, in my opinion, be short and give definite information. The indications of the existence of a depression are often of such a character as to make the hoisting of a signal conveying definite information quite unjustifiable. Such information indicating the location and movements of typhoons far out at sea, or far away from any observing station must necessarily be vague and may be misleading, because the data available for forecasting purposes is quite insufficient. But a flag signal would give the information in a definite form, and a very extensive and therefore impracticable code were adopted.

Again, flag signals would frequently have to be hoisted in calm weather, in which case they would often be unreadable by masters of vessels.

For these reasons I am of opinion that flag signals are not suited to local requirements, and further a satisfactory code for conveying meteorological information in the form necessary, does not exist. While desirous of meeting, as far as possible, the wishes of the Committee of the Chamber of Commerce I respectfully submit that it is a matter of this kind, involving as it does great responsibility, something must be left to the discretion of the forecaster.

(Sd.) F. H. MAY, Colonial Secretary.

24.7.02.

Swatow, 4th August, 1902.

Hongkong General Chamber of Commerce, Hongkong, 16th August, 1902.

Sir,—I am directed to acknowledge receipt of your letter of 31st ultimo, enclosing report of the Acting Director of the Kowloon Observatory, on the subject of storm warnings issued in this Colony, and to state that the matter is now engaging the attention of the Committee of this Chamber, who will address you again on this matter shortly.

A letter, dated Swatow 4th instant, from the masters of steamers *Natching* and *Deima*, and supported by the masters of six other

ASK for ASAHI JAPANESE BEER—G. Girault.

Steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to vouch for the accuracy of the statements made in this letter, but as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on to you at once.

I, accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be carefully investigated.—I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE.

Secretary.

Hon. Colonial Secretary.

Sir,—We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings, we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes.

The present system of forecast is little better than a snare and a delusion.

We are, Sir,

Yours faithfully,

(Sd.) Hans-Schlaikier,

Master Ger. str. *Declina*,

(Sd.) A. E. Hodgins,

Master s.s. *Hutching*, British.

Supported by

(Sd.) G. Parkinson,

Master s.s. *Laertes*, do.

(Sd.) Spencer Wilde,

Master s.s. *Han Sang*, do.

(Sd.) W. Palmer-Baker,

Master s.s. *Tahang*, do.

(Sd.) J. Dewar,

Master s.s. *Tungchow*, do.

(Sd.) F. Hopkins,

Master s.s. *Chunhing*, do.

(Sd.) G. Goswami,

Master s.s. *Dagmar*, do.

The Secretary, Chamber of Commerce

Hongkong.

Hongkong General Chamber of Commerce,

Hongkong, 23rd August, 1902.

Sir,—I beg to acknowledge receipt of your letter of the 31st ultimo replying to this Chamber's letter of the 4th inst., and transmitting copy of memorandum and enclosures from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chamber has in any way been misled with reference to the facts in the cases of the steamers *Laisang* and *De Witte*, the Committee desire to express their regret; but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the *Daily Press*, referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the system of storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1884 as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply advocated a return to that system as being simpler and more readily understood by the braving population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Figg seems to imply, that it was not susceptible of improvement, and it was with the object of compassing some measures of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1889, endeavoured to secure improvement in the system of storm warnings, the meteorological communications with other ports, and the rapid dissemination of weather forecasts.

4. The Committee hail with much satisfaction the statement paragraph 6 of your despatch to the effect that His Excellency finds "that the system of issuing" was his information is capable of improvement, and has given directions by which it is hoped that the China Coast Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed," and recognize the value of the change proposed, a step in the right direction which cannot fail to prove of material benefit to shipping.

5. They would, however, at the same time again respectfully urge upon the Government that even by the prompt issue of Expresses there are occasions when such intelligence is too tardily distributed, too late to be of service to the maritime population; whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the Expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often sufficient to admit of ships leaving when they should continue in shelter.

6. The remarks of Mr. Figg on a flag signal code to the effect that unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port. The com-

mittee further venture to think that the Government will, on examination of the accompanying copy of this code, together with the forms of bulletins issued by the Sicaewi Observatory, admit that the system adopted at that port of making general the various weather reports is in advance of that in force here, and which the Chamber is justifiably anxious to see improved.

The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present Drum, Gong, and Ball Signals shown by H.M.S. *Tamar* for the benefit of native shipping and craft.

Certain improvements in the Sicaewi Code are now being effected and are expected to be published by the middle of September and to come into force on 1st December next. The effect of these will be that without making any material change in the present indications more precise particulars can be given about storms. It may be worth mentioning that the Code has been generally adopted by the German, Russian and Chinese Governments along the coast of China.

7. With regard to paragraphs 4 and 5 of your letter, the Committee respectfully submit that they never suggested that the Hongkong Observatory should be made responsible for the storm warnings of other institutions, but they cannot help feeling that the observations made at Sicaewi must surely furnish more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations such as Guttsloff. Moreover, it seems to the Committee lamentable that there should be a want of reciprocity between the Hongkong and other observatories, and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Sicaewi Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish to disclaim any wish to either suggest impracticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the earliest and widest possible dissemination of warnings of the approach of storms, to the end that the disasters afloat may be averted when possible.—I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE,

Secretary.

Hon. Colonial Secretary

Colonial Secretary's Offices,

Hongkong, 26th August, 1902.

Sir,—I am directed to acknowledge the receipt of your letter of the 16th instant in which you enclose copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. *Hutching* and s.s. *Declina* and supported by the signatures of the masters of six other steamers complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the masters of the s.s. *Hutching* and *Declina*, "relying on the weather forecast and the absence of storm warnings left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory with its enclosures comprising copies of the remarks attached to the usual China Coast Meteorological Register issued by Mr. Figg on the 31st ultimo and 1st instant; of two Expresses containing special typhoon warnings issued on the same dates before noon, and of a letter from one of the writers of the letter enclosed in your letter under acknowledgment.

3. These documents prove conclusively that the captains of the s.s. *Hutching* and *Declina* left this port on the evening of the 1st instant in spite of weather forecasts published not only in the ordinary way but in the form of typhoon warnings, which were more ample to warn them of the risk they ran.

4. I am to request that in justice to the Acting Director of the Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the masters of the steamships *Hutching* and *Declina*—I have the honour to be, Sir, Your obedient servant,

(Sd.) F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

COPY OF THE REPORT BY THE ACTING

DIRECTOR OF THE OBSERVATORY.

Hon. Colonial Secretary.

With reference to the letter of the Chamber of Commerce dated the 16th instant and its enclosure, I attach the storm-warnings issued prior to the departure of the steamships *Declina* and *Hutching*.

As the masters of these vessels admit receiving this information—it is incorporated as usual in the weather forecasts of July 31st and August 1st (see C.C.M.R. attached), it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the Eastward and that it was likely to approach the Southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the Captain of the *Hutching* throws some light on his own action and on that of the Captain of the *Declina*. It would appear that the latter vessel was hoisted to off Chelung Point about midnight of the 1st and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3 p.m. on the 2nd.

The log of the *Hutching*, whose Captain appears to me to have acted in a more seaman-like manner, shows that he put back to Beas Bay for shelter, that he experienced no more than a fresh breeze until 1 a.m. on the 2nd and that the centre did not reach the neighbourhood of his ship until 7.30 p.m. the same evening.

I give these facts in contravention of the statement in the letter that the typhoon was met by them at midnight on August 1st.

The fact is simply that both ships left this port in spite of the forecasts issued, and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.—(Sd.) F. G. Figg, 23/8/02.

Extracts from China Coast Meteorological Register.

"On the 31st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon. The barometer has risen over the S. coast of China, fallen in NE Japan, the Northern depression having approached the Northern islands. Moderate SE. and E. winds on the China Coast. Forecast:—E. or variable winds, light; fair."

(Sd.) F. G. Figg,

Acting Director.

Hongkong Observatory,

Thursday, 31st July, 1902.

"On the 1st at 11.50 a.m. The typhoon is probably situated to the East of the Balingtang Channel. It appears to be moving towards North-West. Wind probably freshening from North-East in the Formosa Channel. Barometer falling in S. China, rising over the Southern Philippines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast: N. winds, moderate; fair."

(Sd.) F. G. Figg,

Acting Director.

Hongkong Observatory,

Friday, 1st August, 1902.

EXPRESS.

TYPHOON WARNING.

Hongkong Observatory,

31st July, 11.15 a.m.

The barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon.

(Sd.) F. G. Figg,

Acting Director.

EXPRESS.

TYPHOON WARNING.

Hongkong Observatory,

1st August, 11.50 a.m.

The typhoon is probably situated to the East of Balingtang Channel. It appears to be moving towards North-West. Wind probably freshening from North-East in the Formosa Channel.

(Sd.) F. G. Figg,

Acting Director.

Hongkong Observatory,

Friday, 1st August, 1902.

From Captain A. C. Hodgins, s.s. *Hutching*. To the Director Hongkong Meteorological Station.

Swatow, 5th August, 1902.

Dear Sir,—In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal. The extraordinary display of blinding lightning over a bank of heavy clouds to the E.S.E. all night. The absence of swell from the centre. The N.W. wind in the advancing semi-circle.

Was the Captain of the *Declina* wrong in heaving to off Chelung Point? How could he get the centre over him? Did this typhoon recur to the W.S.W.?

I must own I would think myself safe with the wind from N.W. and that to heave to or run back was the proper thing to do, but although I ran to the W.N.W. 500, and then anchored in Fun-lo-kong, I had the full force of the typhoon. I would feel very much obliged if you would enlighten me and a number of my conferees. Thanking you in anticipation, Yours &c.,

(Sd.) A. C. HODGINS.

MURDEROUS ASSAULT AT SHAIKIWAN.

COOLIE TERRIBLY BATTERED.

Last Sunday evening the police authorities at Shaikiwan were informed that a brutal assault upon a Chinese coolie had been committed in the Shaikiwan Road, and that the victim was wounded and helpless. From reports it appears that the coolie in question quarrelled with three of his friends previous to Sunday evening and, it is stated that these three friends assaulted him. The injuries sustained were several knife wounds about the chest, arms and head. On the police authorities discovering the poor fellow in this cut-up condition he was removed to the Government Civil Hospital, where he now lies in a precarious condition. Regarding the perpetrators of this cowardly crime, three arrests have been made and the case, though brought forward to-day, is to be heard at the Police Court, before Mr. J. H. Kemp, on the 8th inst. Yesterday afternoon Mr. Kemp, the Hon. F. J. Baderley (Captain Superintendent of Police) and Inspector Robertson, accompanied by the three prisoners, visited the hospital to take the injured man's depositions, but the invalid was in such a bad condition that their journey was fruitless.

COLLAPSE AT YAUMATI.

At about five o'clock this morning a very common occurrence in this Colony happened at Yaumati. The roofs of Nos. 26 and 28 Battery Street fell through the houses which collapsed in the orthodox style. Panic ensued in the near vicinity, the poor neighbours having good cause to be frightened. The houses in question were Chinese habitations and the inmates of both were lucky enough to be clear of the falling rubbish. No personal injuries being sustained, and the only cause for regret is that much of the personal belongings of the inhabitants was destroyed.

TELEGRAMS.

(Reuters.)

War Expenditure.

LONDON, August 31st.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

The Abolition of Likin.

An Imperial Edict has been issued, abolishing Likin stations in China. It declares that during the period of negotiation for new commercial treaties with foreign states, an understanding has been arrived at, for an increase in the import and export duties.

LATER.

America and China.

Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

The Anglo-Chinese Commercial Treaty:—A Hitch.

Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surtax. He has cancelled his passage to England which he had already booked by the next *Empress* steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

THE ARMY.

The transport *Pentakota* left Calcutta on the 29th ult. with Indian details for the North China Station. She is due at Hongkong on the 12th inst.

THE NAVY.

H.M.S. *Amphitrite* arrived from Weih wei this morning.

H.M.S. *Rinaldo* has sailed for Shanghai.

H.M.S. *Esperie* will probably touch at Hankow, before calling at Hongkong.

FOUR FIRES.

IN HONGKONG.

Between sunset yesterday and sunrise this morning three incipient fires occurred in the Colony at the following districts:—

Kowloon:—The match of an Indian watchman situated at Mong Kok was burnt down at about 7 p.m. He estimated his loss to the police at about \$250, as he was unable to save anything except what he was wearing at the time, when he was on duty.

Aberdeen:—The second fire occurred at Aberdeen where a temporary match, erected as a sort of theatre, was completely razed to the ground.

West Point:—The third outbreak was at Des Vaux Road West and occurred about 5 a.m. It appears that a godown belonging to the North German Lloyd was ablaze in consequence of a bale of cotton waste getting ignited. Fortunately the damage was very trifling as the Brigade turned out promptly and checked the outbreak. We understand the only loss sustained was about fifty bales being more or less damaged by water. About \$200 would suffice to cover the damage.

Quarry Bay:—We have just been informed that another incipient fire took place in a match on the Taifoo Extension Works, Quarry Bay. Damage to the extent of \$500 accrued.

CARPENTERS AND WORK AT THE DOCKS.

We understand that so far as the Hongkong and Whampoa Docks are concerned the carpenters, who have recently been on strike, are expected to resume work in a few days at the old rate of wages. Notwithstanding their absence from duty the Company have not suffered any great inconvenience as most of the work in hand did not necessitate the presence of carpenters. In fact, it is said that through the strike instead of losing the Company have saved something like \$15,000. Five of the American lighters ordered for Manila are still there and the frame work of the new steamer for the Hongkong, Canton & Macao Steamboat Company is well advanced. The *Rainbow* came out of the No. 1 Dock yesterday after a thorough overhauling and proceeds to Manila, while the *Rubi* has gone in for repairs. In addition to work on other steamers, the Company are building a powerful tug for their own use and the work is far advanced. A fine engine shed is being rapidly fitted up, and when completed should be a credit to any firm in the Far East. The electric plant is also in a very advanced stage and will undoubtedly be a boon to the Company. The 10-ton steam hammer is still in a useless state owing to the damage done by the recent landslide, and although gangs of coolies are at work removing the debris it will take a considerable time to overcome the difficulties occasioned both at the forge and the near end of the blacksmith's shop.

THE WEATHER.

The Hongkong Observatory, Mr. F. G. Figg, Acting Director, reports the following:—On the 2nd at 12.20 p.m. The typhoon, moving Northwards, probably passed East of Guttsloff lighthouse during the night. Bad weather between the E. coast of China and W. Japan.

Barometer has fallen in W. Japan, risen over E. Japan, and S. China. Light variable winds in S. China, moderate N.E. winds in the N. part of the China Sea.

Forecast:—Moderate N. winds; fine.

LITERARY NOTES.

REVIEWS.

Russia. The third number of this interesting publication is to hand, and fully maintains the excellent standard of the two previous issues. A lengthy article on Russian trade at Tientsin is worthy of attention and earnest consideration especially in view of the fact that the opinion has frequently been expressed that the achievement of constructing the great Trans-Siberian Railway would probably modify considerably the importance of the port, and the rôle played by Russian trade in China. Other articles of equal interest include the "International Trust Conference," "Russia's Woollen Industry," the "Fur Trade," and the "Textile Industries of Russia."

The *Literary Digest* comes from New York with clockwork regularity, and although it has now reached its twenty-fifth volume the publication receives well merited support from almost every section of the community. Its varied contents deal with topics of the day, letters and art, science and invention, the religious world, foreign topics and miscellaneous subjects.

The *Illustrated Children's Educator* 北京教育畫報 is a native paper, recently started at Peking and, as its title denotes, is for the object of educating the native children. The language is very simple being after the model of Mr. Hwang's *Peking Mandarin* Paper. It is a daily publication and each month the numbers are neatly bound and issued in a volume of some 200 printed pages. There are many illustrations, and as the subscription is only 60 cents per month the publication should receive a very wide support.

ALLEGED BRITISH SPY IN JAVA.

Some stir has been brought about by the *Batavia Nieuwsblad* stating the story that a British officer had lately busied himself in closely examining the new forts just completed at Sourabaya. That journal says that, while the officer was hard at work with this, he was reported to the authorities at Buitenzorg, the residence of the Governor-General, and he was asked for his papers. Before a decision could be reached, the officer found it expedient to leave for Singapore. The *Sourabaya Courant* says that the true story is this: A few months ago a certain Captain Wanless of the Madras army came to Batavia, and asked for leave to travel about in Java for

SIGHT-SEEING PURPOSES.

Leave was granted. He began by visiting at Batavia the spot where new coast batteries were being constructed, and by examining them. Then he went to other military stations to take notes, so it is alleged. At Sourabaya, he is said to have also visited several coast batteries. The officer is then reported to have been seen at strategic points in the island of Madura, off the Java coast. Finally, he visited the navy-yard at Sourabaya. Afterwards he went to Malang, where a Dutch officer was detailed to show him whatever was worth seeing. Upon this a resident of Sourabaya telegraphed a warning to Buitenzorg. The authorities of Sourabaya then laid their heads together, and began to move in the matter. The departure of the officer for Singapore soon followed.

Commercial.

TO-DAY'S INTELLIGENCE.

The Share Market is very dull, and there is very little to report, except that there is a small enquiry for DOCKS, BANKS AND LANDS, the prices being pretty much the same as last reported. CHINA BORNEOS are wanted at \$19. There are sellers of GREEN ISLANDS at \$20, and CHINA PROVIDENTS at \$9.00, INDO-CHINA STEAM NAVIGATION at \$79 to \$79.50 at which rate business has been done.

OPIUM QUOTATIONS.

Hongkong, 2nd September.

To-day's quotations are as follows:—

	Per chest.
NEW PATNA	5910
OLD PATNA	5875
OLD PATNA	5920
NEW PATNA	5915
NEW PATNA	5910/100
OLD PATNA	120/400
PERSIAN—Best quality	600

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*König Albert*) to-morrow.
American (*Coptic*) 4th inst.
German (*Prinz Regent Luitpold*) 5th inst.
French (*Océanien*) 7th inst.
Canadian (*Empress of Japan*) 9th inst.
American (*America Maru*) 13th inst.
American (*Korea*) 28th inst.
Canadian (*Empress of China*) 30th inst.

The N. P. S. Co's steamer *Pleiades* arrived at Muralan on the 1st inst.

The N. P. S. Co's steamer *Glenogle* sails from Yokohama for Hongkong to-day the 2nd inst.

The P. & O. steamer *Maagon* will leave for Singapore and Bombay at 10 a.m. to-morrow, instead of as previously advertised.

The P. M. S. S. Co's new steamer *Korea* sailed from San Francisco on the 30th ult. for Hongkong and will make the usual ports of call on the way.

The Canadian Pacific Railway Co's R.M.S. *Empress of Japan* arrived at Yokohama at 8.30 a.m. on Monday, the 1st inst., and left again at 3 p.m., same day for Kobe where she is due to arrive at 2 p.m. on Tuesday, the 2nd inst.

To-day's Advertisements.

BROWN, JONES & CO., UNDERTAKERS AND MONUMENTAL MASONS.

DURING my ABSENCE from the Colony and until further Notice, Mr. H. W. S. EDMUNDS will Manage the Business of BROWN, JONES & CO. and SIGN the Firm name.

WM. E. VAN EPS, Proprietor.

Hongkong, 1st September, 1902. [918d]

NOTICE.

HONGKONG PLANTATION COMPANY, AND BROWN, JONES & CO.

WHILE managing the business of BROWN, JONES & CO., as above, I am, at same time, continuing to act as GENERAL MANAGER of the HONGKONG PLANTATION CO. H. W. S. EDMUNDS.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.			
CHINA MUTUAL STEAM NAVIGATION CO., LTD.			
OUTWARDS.			
FROM	STEAMERS.	DUR.	
GLASGOW and LIVERPOOL.	"NESTOR"	13th September, 1902.	
" "	"MACHAON"	18th " "	
" "	"KAISOW"	18th " "	
" "	"ACHILLES"	25th " "	
" "	"MENELEAS"	1st October, " "	
" "	"HYSON"	2nd " "	
" "	"AGAMEMNON"	9th " "	
HOMEWARDS.			
FOR LONDON.			
"ANTENOR"		3rd Sept., 1902.	
"DARDANUS"		16th " "	
"DIOMED"		30th " "	
"JASON"		14th Oct., " "	

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"PYRRHUS" 20th Sept., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"TAIWAN"	5th Sept
Kobe and Yokohama	"CHINGTU"	6th Sept
Tientsin	"KWEIYANG"	8th Sept
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	13th Sept., at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at the High Rates for all New Zealand and other Australasian Ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between

HONGKONG AND PORTLAND (OR.)

Callings of SHANGHAI, NAGASAKI, MOI, KONG, and YOKOHAMA.

"INDRASAMHA" Sept. 13.
"INDRAVELLI" Oct. 14.
"INDRAPURA" Nov. 14.

Through Bills of Lading issued to Europe, Canada and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALAN CAMPBELL, General Agent.

OSAKA SHOSHEN KAISHA

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS

Destinations Steamers Captains Sailing Dates.

FOR ANPING "MAIZUO MARU" T. Saito WEDNESDAY, 3rd September.

FOR TAMSUI "DAIJI MARU" T. Kikano SUNDAY, 7th September.

FOR FOCHOW "ANPING MARU" J. Goto WEDNESDAY, 10th September.

FOR TAMSUI "DAIJI MARU" T. Ogata SUNDAY, 14th September.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a fully qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to load all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 2nd September, 1902.

T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"HEATHBURN" About 6th Sept.

"AFRIDI" 20th Sept.

"HILGLEN" 27th Sept.

"RICHMOND CASTLE" 11th Oct.

"LOTHIAN" To follow.

"LOWTHER CASTLE" To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 23rd August, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 13th Sept.

"CHINGTU" " 25th Sept.

"TATSIAN" " 24th Oct.

"TSINAN" " 15th Nov.

* At Noon.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duty qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C. N. Co., Ltd.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY"

Captain Selby will be despatched as above on SATURDAY, the 13th September.

For Freight, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 2nd August, 1902.

(182d)

Hongkong, 15th August, 1902.

(182d)

Hongkong, 15th August, 1902.

(182d)

Hongkong, 15th August, 1902.

(182d)

Hongkong, 15th August, 1902.

(182d)

Hongkong, 15th August, 1902.

(182d)

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain R. Rodger, will be despatched for the above Port MONDAY, the 8th September, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

For Freight or Passage, apply to

A Doctor is carried.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th August, 1902. [909d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

Captain Oesselmann, due here with the out-

ward German Mail about FRIDAY, A.M., the

5th instant, will leave for the above Places about

74 hours after arrival.

NORDDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 1st September, 1902. [651d]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KORE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE,"

Captain Remes, will be despatched for the

above Ports on or about SATURDAY, the 6th

instant.

For Freight or Passage, apply to

THE HAMBFAUX,
Agent.

Hongkong, 1st September, 1902. [1004d]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN

HONGKONG AND MANILA.

THE Company's well known Steamship

"ROSETTA MARU"

1876 Tons.

Can in Tote, will be despatched here for

MANILA, on SATURDAY, the 13th instant,

at 3 P.M.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Princes' Buildings,
Ice House Street.

Hongkong, 1st September, 1902. [171d]

SHEWAN, TOMES & CO'S

NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

will be despatched as above on or about the

20th September, 1902.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd August, 1902. [686d]

CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO

VICTORIA, TACOMA AND SEATTLE,

CALLING AT

NAGASAKI, KOBE and YOKOHAMA.

THE Steamship

"HYSON,"

will be despatched from Hongkong on or about

20th October, taking cargo for Japan, Victoria,

Tacoma and Seattle and for all Pacific coast

ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st September, 1902. [914d]

TO be Let.

TO LET.

HOUSES IN CLIFTON GARDENS, CON-

DUIT ROAD.

GODOWNS AT BLUE BUILDINGS.

HOUSES AT CAUSEWAY BAY, facing the

Police Ground.

No. 1, MACDONNELL ROAD.

"THE RETREAT"—MT. KELLET.

GODOWNS AT BOWINGTON, (PRAYA

EAST).

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 18th August, 1902. [1299d]

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—

ROOM No. 145,
Hongkong Hotel.

Hongkong, 7th August, 1902. [856d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other chemicals.

Price \$10 per case of 48 bottles (quarts).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 19th May, 1902. [1894d]

(1894d)

Hongkong, 19th May, 1902.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B. A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK INCLUDING—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

HEATERS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c.

ESTIMATES ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Wired and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 24th January, 1902. [26d]

NOTICE.

THE SECOND VOLUME OF BOX'S EX-

CHANGE TABLES with Rates in

1/10ths from 1/10 15/16 down to 1/8d, is now

on Sale at THE "HONGKONG TELEGRAPH" OFFICE.

These Tables, which run in columns of 100, from 1999 down to 1, and from 19/11

down to 1d or from 9999 down to 1 cent, enable

the user to arrive at the value in Dollars of any

sum in Sterling under £1,000 by simply

adding the equivalent of the Shillings and

Pence to that of the Pounds; or to get the value

in Sterling of any sum of Dollars and Cents

under \$1,000 by adding the equivalent of the

Cents to that of the Dollars. By these simple

means of computation a very considerable saving

of time and trouble, besides securing a ready,

means of proving accuracy is secured, as is

illustrated in the following examples. To

reduce £879.17.11 into Dollars at Exchange

1/10 15/16—

£879. 0. 0 = \$9,561.926

17. 11. 0 = 9.745

\$9,571.671

whence with the other exchange books the

process would be as follows:—

£800. 0. 0 = \$8,799.550

70. 0. 0 = 761.471

Post Office.

A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 3rd instant, at 7.30 A.M.
 For Swatow, Amoy and Anping—Per *Maiden*, to-morrow, the 3rd inst., at 9 A.M.
 For Pakhoi—Per *Holha*, to-morrow, the 3rd instant, at 9 A.M.
 For Macao—Per *Hungshan*, to-morrow, the 3rd instant, at 1.15 P.M.
 For Kuchuck and Samshui—Per *Timpkong*, to-morrow, the 3rd instant, at 4 P.M.
 For Canton—Per *Taiwan*, to-morrow, the 3rd instant, at 5 P.M.
 For Timor, Port Darwin, Thursday Island, Cairns, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Guthrie*, on Thursday, the 4th instant, at 10 A.M.
 For Europe, &c., India, via Tientsin—Per *König Albert*, on Thursday, the 4th instant, at 11 A.M.
 For Tsingtau—Per *Omba*, on Friday, the 5th instant, at 9 A.M.
 For Singapore—Per *Ranica*, on Friday, the 5th instant, at 11 A.M.
 For Manila—Per *Yuenang*, on Friday, the 5th instant, at 3.30 P.M.
 For Shanghai and Chinkiang—Per *Taiwan*, on Friday, the 5th instant, at 4 P.M.
 For Nagasaki and Wladivostok—Per *Savina*, on Friday, the 5th instant, at 4 P.M.
 For Singapore—Per *Savina*, on Saturday, the 6th instant, at 2 P.M.
 For Europe, &c., India, via Tientsin—Per *Tamlin*, on Monday, the 8th instant, at 11 A.M.
 For Manila—Per *Diamante*, on Monday, the 8th instant, at 3 P.M.
 For Shanghai, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iyo Maru*, on Monday, the 8th inst., at 3 P.M.
 For Tientsin—Per *Kueiying*, on Monday, the 8th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Terra*, on Tuesday, the 9th instant, at 11 A.M.
 For Singapore, Sourabaya and Samarang—Per *Chelydra*, on Tuesday, the 9th instant, at 2 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Taiwan*, on Wednesday, the 10th instant, at 11 A.M.
 For Singapore, Penang and Bombay—Per *Risinga*, on Thursday, the 11th inst., at 11 A.M.
 For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 13th inst., at 10 A.M.
 For Europe, &c., India, via Tientsin—Per *Parramatta*, on Saturday, the 13th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 24th instant, at 11 A.M.

VESSELS IN PORT.

Steamers.

ANNA, Austrian steamer, 1,317, Shuperich, 27th Aug.—Mojl 20th Aug. Coal—Mitsui Bussan Kaisha.
 BENLARI, British steamer, 1,452, R. Krobbe, 20th Aug.—Mojl 13th Aug. Coals—Gibb, Livingston & Co.
 BUEN VIAJE, American steamer, 273, M. Roco, 8th July—Manila 4th July, Ballast—J. M. B. Sa.
 CHANGSHA, British steamer, 1,463, T. Moore, 16th Aug.—Australia 19th July, General—Butterfield & Swire.
 CHELYDRA, British steamer, 2,467, R. Cox, 1st Sept.—Mojl 25th Aug. Coal—Jardine, Matheson & Co.
 DAGMAR, German steamer, 941, A. Gosewich, 30th Aug.—Swatow 29th Aug. Ballast—Melchers & Co.
 DIAMANTE, British steamer, 1,254, R. Rodger, 30th Aug.—Manila, P.I. 27th Aug. Hemp—Shewan, Tomes & Co.
 ELSE, German steamer, 903, A. Riecke, 27th Aug.—Saigon 22nd Aug. Kice—Jensen & Co.
 GUTHRIE, British steamer, 1,494, A. E. Dabell, 1st Sept.—Kobe 26th Aug. General—Gibb, Livingston & Co.
 HALONG, British steamer, 783, S. Gibson, 31st Aug.—Tamsui 28th Aug. Amoy 29th, and Swatow 30th, General—Douglas, Laiprak & Co.
 HALOTIS, Dutch steamer, 1,080, Van Rijn, 27th Aug.—Palembang 16th Aug. Petroleum—Arnhold, Karberg & Co.
 HANGSANG, British steamer, 1,356, S. Wilde, 31st Aug.—Canton 30th Aug. General—Jardine, Matheson & Co.
 HOIHAO, French steamer, 509, M. Moriees, 31st Aug.—Pakhoi and Hoihow 30th Aug. General—A. R. Marty.
 INDRAJAMBA, British steamer, 3,366, R. Craven, 26th Aug.—Portland, Or. via Kobe and Moji 18th July, General—Allan Cameron.
 IYO MARU, Japanese steamer, 6,310, S. G. I. Parsons, 30th Aug.—Seattle and Shanghai 27th Aug.—Flour and General—Nippon Yusen Kaisha.
 JACOB DIENHUIS, German steamer, 623, G. Schlichter, 31st Aug.—Hilo 26th Aug. Sugar—Jensen & Co.
 KOHSHING, German steamer, 1,292, G. Spiesen, 29th Aug.—Bangkok 21st Aug. Kice and Wood—Butterfield & Swire.
 LISA, Swedish steamer, 908, H. Horn Dahl, 20th Aug.—Mojl 13th Aug. Coals—Order.
 MAIDZURU MARU, Japanese steamer, 667, T. Saitow, 30th Aug.—Amoy and Amoy and Swatow 22nd Aug. General—Mitsui Bussan Kaisha.
 MAZAGON, British steamer, 3,779, G. Philipps, 31st Aug.—Mojl 27th Aug. General—B. & O. S. N. Co.
 MERCURY, British steamer, 2,500, Carter, 22nd Aug.—Wellington 27th July, Coal—Government.
 MONOKUT, German steamer, 859, G. Götsche, 20th Aug.—Bangkok 23rd Aug. Kice—Melchers & Co.
 NANKIN, British steamer, 2,557, C. J. Benton, 1st Sept.—Singapore 25th Aug. General—B. & O. S. N. Co.
 OMBIA, British steamer, 1,938, Barnes, 31st Aug.—Hamburg 12th July, and Singapore 24th Aug. General—Jensen & Co.
 PERU, American steamer, 3,528, J. F. Robinson, 29th Aug.—San Francisco 1st Aug. and Shanghai 27th, Mails and General—P. M. S. Co.
 PETRANGGI, German steamer, 1,254, F. Vieten, 26th Aug.—Saigon 20th Aug. Rice and General—Jardine, Matheson & Co.
 PHRA CHOM KLAO, German steamer, 1,012, T. V. Bruhn, 30th Aug.—Bangkok 23rd Aug. Rice and Wood—Butterfield & Swire.
 PRIMA, Norwegian steamer, 781, B. A. Meyer, 29th Aug.—Hilo 23rd Aug. Sugar—Sunder, Weller & Co.
 PROTEUS, Norwegian steamer, 920, Muller, 27th Aug.—Chelof 19th Aug. General—E. A. Trading Co.
 RAINBOW, American transport, 5,400, Staunton, 27th Aug.—Manila 21st August.

RUBI, British steamer, 1,611, R. W. Almond, 19th Aug.—Manila 16th August, General—Shewan, Tomes & Co.
 SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 16th July—Canton 15th July, General—Arnhold, Karberg & Co.
 SANDAKAN, German steamer, 1,374, H. Elsemann, 31st Aug.—Sandakan 24th Aug. Timber—Melchers & Co.
 SAYOIA, German steamer, 1,361, H. Rebbel-mund, 29th Aug.—Moji 24th Aug. Coal—Siemssen & Co.
 SHAKANO MARU, Japanese steamer, 2,220, Fujita, 21st June—Moji 14th June, Coal—Doddwell & Co., Ltd.
 SIAM, British steamer, 992, Binns, 25th Aug.—Singapore 18th August, Kerosine—G. McElin.
 SKRAMSTAD, Norwegian steamer, 759, O. Hansen, 23rd Aug.—Hilo 18th August, Sugar—Sunder, Weller & Co.
 SUISSAN, British steamer, 1,776, E. J. Tadd, 30th Aug.—Hongay 27th Aug. Coal—Jardine, Matheson & Co.
 TARTAR, British steamer, 2,768, E. Beetham, 30th Aug.—Vancouver 4th Aug. General—C. P. R. Co.
 YEDO MARU, Japanese steamer, 1,069, T. Samura, 24th Aug.—Kobe 18th August, General—Tam Yok Chun.
 YUENSANG, British steamer, 1,128, P. H. Rolfe, P.N.R., 29th Aug.—Manila 26th Aug. General—Jardine, Matheson & Co.
 ZVIR, Austrian steamer, 2,103, G. Randic, 10th Aug.—Moji 3rd Aug. Coal—Order.

Sailing Vessels.

ADOLPH OBRIG, American barque, 1,406, S. Amesbury, 30th May—New York 16th Jan. Petroleum—Meyer & Co.
 ALLAS, American ship, 1,352, M. Kay, 14th July—New York 33rd Mar. Kerosine—Standard Oil Co.
 COULERT, British barque, 485, Wm. Roberts, 27th Aug.—Kijang 13th Aug. Hardwood—Sunder, Weller & Co.
 GROSVEINOR, British barque, 516, Boga, 14th June—Mauritius 16th January, Sugar—Abdalla & Co.
 KELAT, British ship, 1,822, John Hughes, 23rd July—New York 3rd April, Kerosine—Standard Oil Co.
 LUZON, American barque, 1,339, Park, 19th August—Newcastle 17th June, Coal—Master.
 VALE OF DOON, British barque, 669, Peter-son, 1st July—Sunder, Weller & Co.
 WILLSCOTT, American barque, 1,805, C. H. Macdon, 8th Aug.—New York 22nd April, Petroleum—Standard Oil Co.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Wivern* at Kowloon Dock.
Slam " " " "
Rubi " " " "
Solent " " " "
Changsha " " " "
Benlari " " " "

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Dohis*, connecting with the steamer *Genet*, at Colombo, to Hongkong: Mr. Leppell, Mrs. and Miss Leppell. To Batavia: Mr. Wuthrich. To Singapore: Mrs. E. Welber.
 Per P. and O. steamer *Chien*, connecting with the steamer *Parramatta*, at Colombo, from London, July 25—To Yokohama: Mr. and Mrs. Dinsdale, Mr. H. Woodman, Mr. A. Hill, Mr. S. Sanders, Mr. A. Rusted. To Shanghai: Mr. C. Harpur, Mr. C. S. Armstrong, Mr. C. S. Adkins, Mr. Dale, Mr. G. M. Bell, Mr. G. Hutton. To Hongkong: Mr. S. John Barker, Capt. A. B. Baily, Lieut. C. S. Howard, Lieut. A. H. D. Midland-Adams, Lieut. H. L. Jones, Lieut. D. Young, Lieut. A. S. Damsy. To Singapore: Staff Sergeant and Mrs. J. Ford and 3 children. Quarter-master-Sergeant Quice, Mr. G. L. Carter, Mr. J. Back, Mr. J. Adams, Sgt. S. B. King, Colour-Sergeant S. W. Hill, Gunner Marshall, Mrs. Hill. From Manila, Aug. 1—To Shanghai: Mr. Holland. To Singapore: Mr. M. C. van Cuylenburg, Mr. H. Wadman.
 Per P. and O. steamer *Rene*, connecting with the steamer *Valdeia*, at Colombo, from London, Aug. 7—To Shanghai: Miss A. Draford, Mr. H. J. Harding, Mr. J. F. Jones, Mr. S. E. Keyser. To Singapore: Mr. Sator, Mr. Laird, Mr. J. Laing, Mr. Macdonald, Mr. L. E. Keyser, Mr. J. B. Affleck, Lieut. C. K. McCullum. From Marseilles—To Yokohama: Mr. and Mrs. Bassett Hall. To Hongkong: Mr. W. B. Boice, Mr. Kait.
 Per P. and O. steamer *Arctida*, from London, Aug. 16—To Shanghai: Mr. and Mrs. Bentley, Mrs. Hillman and child, Miss Pearson, Mr. J. W. Goude, Mr. D. M. Hay. To Hongkong: Mr. Owen, Mr. S. E. Barker. To Singapore: Mr. and Mrs. Bentley, Mr. C. Anderson. From Marseilles—To Hongkong: Mr. J. W. Innocent. To Yokohama: Mr. J. W. Pinal. To Shanghai: Miss E. M. Stephens. To Singapore: Mr. S. Lambeth.
 Per Imperial German mail steamer *Prinzess*, from Bremen, July 12—To Yokohama: Mr. and Mrs. W. G. Smith. To Shanghai: Mr. and Mrs. Leonard Duddery, Mr. W. O. Lambeth.
 Per P. and O. steamer *Himalaya*, connecting with the steamer *Maasilia* at Colombo, from London, July 18—To Shanghai: Mr. L. J. P. Smith, Mr. H. Butler, Mrs. and Miss Butler. To Hongkong: Mr. Christensen, Mr. Foranzen. To Singapore: H. H. the Sultan of Perak, Rajah Hiron, Rajah Chulan, Rajah Sri Adalabai Pan Gira Kiah, Mr. Aramam, Mr. Velge, Miss Spilthous, Lieut. N. C. Taylor. To Penang: Mr. R. H. Phillips, Miss Macklin. From Marseilles—To Hongkong: Mr. L. N. Murphy. To Penang: Mr. G. A. Donald.
 Per P. and O. steamer *Arctida*, connecting with the steamer *Balaor* at Colombo, from London, July 26—To Shanghai: Mr. and Mrs. Bourne. To Hongkong: Sgt. and Mrs. Higby and 3 children, Mr. Leonard. To Penang: Mr. W. C. Dalton, Mr. J. Barton. From Gibraltar—To Hongkong: Lieut. A. P. Lieut. J. M. Bras, Lieut. M. Lewis, Lieut. A. Fonseca, Lieut. and Mrs. Franco and child. From Marseilles—To Hongkong: Mr. Nicoli. To Singapore: Col. R. E. Tavernham, Mr. R. G. Hickey. From Brindisi, July 5—To Hongkong: Mr. J. A. Rosevelt. From Brindisi, July 5—To Hongkong: Mr. E. G. Edgar. From Brindisi, July 5—To Hongkong: Mr. E. G. Edgar. From Brindisi, July 5—To Hongkong: Mr. E. G. Edgar.
 Per Messageries Maritimes steamer *Salvator*, from Marseilles, Aug. 16—To Shanghai: Mr. R. Braun, Mr. Durant, Mr. and Mrs. Chemin, Mr. and Mrs. Roussau. To Singapore: Mr. Ian Hay Long.
 Per Nippon Yusen Kaisha steamer *Kanokura Maru*, from London, July 18—To Yokohama: Mr. Keishiro Matsui, Mr. S. Tanaka, Mr. P. Nakawa, Miss W. H. M. J. Makayama, Mr. K. Katsumoto. To Kobe: Capt. T. Turner. To Hongkong: Mr. A. Tyack, Mr. J. Ingles, Mr. J. Ritchie. To Singapore: Mr. A. Wood and child, Mr. C. Weller, Mr. T. Macle, Mr. E. Bennett, Mr. F. Glendinning, Mr. J. Swetnam, Mr. H. Middleton, Mr. K. Greig, Mr. A. Niven, Mr. H. Doughty, Mr. A. Gale, Mr. A. Spence, Mr. G. Chapman, Mr. and Mrs. Master Moore, Mr. T. To Penang: Mr. A. Wemyr, Mr. J. Bell.

EXCHANGE
 Hongkong, 2nd September.
 ON LONDON, Telegraphic Transfer 184
 Bank Bills, on demand 13 1/2
 Credits, 4 months sight 14 1/2
 Debits, 4 months sight 14 1/2
 ON BERLIN, (demand) 10 1/2
 ON PARIS, Bank Bills, on demand 2 1/2
 Credits, 4 months sight 2 1/2
 ON NEW YORK, Bank Bills, on demand 42
 Credits, 30 days sight 42
 ON BOMBAY, Telegraphic Transfer 130 1/2
 On demand 130 1/2
 ON SHANGHAI, Telegraphic Transfer 74
 Private 30 days sight 18 1/2 % prem.
 ON YOKOHAMA, T.T. 18 1/2 % prem.
 Sovereigns, Bank's Buying Rate 111 1/2
 Gold Leaf 100 touch, per tael 59 60
 Bar Silver 24 1/2
 Dollars nom.

VISITORS AT THE HONGKONG HOTEL.

Bailey, W. S. Kien, F.
 Barlow, B. J. Kiche, Mr.
 Barlow, F. C. Kost, W. G.
 Beattie, J. M. Lawrence, F.
 Bell, J. T. Lee, I. E.
 Bennett, J. V. Lieber, M.
 Black, J. Magowan, R. T.
 Bogan, Mr. & Mrs. R. McKelvey, Miss
 Bovet, Mr. Milton, Mr. and Mrs.
 Butler, Dr. Murphy, Mr. and Mrs.
 Buttsworth, Major E. O.
 Clark, Dr. F. North, R.N., C. J.
 Cole, G. C. Osborn, Mrs.
 Colson, J. S. Pearce, Dr. W. W.
 Cornish, Dr. Geo. Rankin, J.
 Cronin, J. Reeve, Miss
 Dalziel, E. Richardson, H. F.
 Derbyshire, F. H. Robinson, Gil.
 Downing, T. C. Schandenber, Mrs. A.
 Edwards, F. W. Schanders, K. A.
 Ellis, H. M. Schou, C.
 Esrom, F. Scudder, Mrs.
 Evans, N. G. Shaw, Dr. H. H.
 Fisher, H. G. Silva, M.
 Fukushima, K. Skott, C.
 Glover, C. Smiley, S. E.
 Goldsmith, H. E. Snow, E. A.
 Grant, John Stanford, W. E. O.
 Harb, Mr. & Mrs. W. Stephens, Mr. & Mrs.
 Hay, M. J. D.
 Hayter, A. Swaby, T.
 Higgins, F. R. Terkelsen, O.
 Hills, F. W. Thomson, Dr. J. C.
 Hollingsworth, A. Thomas, L. J.
 Howard, Thos. Walker, W. B.
 Howe, Capt. Warren, Mr. and Mrs.
 Huke, Mr. and Mrs. N. Watkins, C. A.
 Hunter, Dr. W. White, W. J. G.
 Jaffe, D. Whitton, Mrs. A. M.
 Johansen, Mr. E. William, A. J.
 Joseph, Mr. and Mrs. Wilson, J. A.
 Katsch, E. A. Woolmer, Mr. & Mrs.
 Kelly, Miss C. E.

THE CONNAUGHT HOTEL.

Boanas, W. Langford, Mr. & Mrs.
 Brunschwig, E. Lindrey, F. A.
 Brutton, G. Mitante, E. de Rama
 Edmondson, J. A. Montey, Mrs. K. W.
 Dufour, Mrs. Moore, J. H.
 Hoskin, Mr. Morse, F. J.
 Humphreys, Mr. W. O'Leary, C. M.
 King, R. D.

VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Morgan, Lieut.
 Mrs. Palmer, Lieut.
 Carleton, Capt. H.C.
 Corbett, Capt. Radcliff, Major
 Good, Lieut. Rickets, Lieut.
 Hurly, Capt. Ross, S. B. C.
 Ironmonger, Lt.-Col. Simpson, Lieut.
 John, E. R. Stevens, Capt.
 Kappeler, Mrs. Senny Ward, Mr. and Mrs.
 Keith, Mr. and Mrs. and children
 Wheeler, Mr. and Mrs.
 Kent, Mr. C. E.
 Marshall, Mrs. Whitehead, Capt.
 Mitchell, J. H. Wilson, Jas. W.

VISITORS AT THE KOWLOON HOTEL.

Crockett, Mrs. Nobbs, N. P.
 Crockett, Miss Robnett, Paymaster &
 Eps, W. E. Van Mrs. J. D. U.S.N.
 Heblen, S. Robnett, Master
 Nasbet, Capt. J. R. Thomas, Mrs. B.
 R.N.R. Tucker, Mrs. D.
 Necker, Capt. H.

WEATHER REPORT.

On date at 4 p.m. On date at 10 a.m.
 Barometer 29.74 29.68
 Temperature 83 84
 Humidity 56 57
 Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

August 31st, 1902, p.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	—	—	—	—	—	—
Nemuro	—	29.96	—	—	—	—	—
Hakodate	—	30.01	—	—	—	—	—
Tokio	—	29.94	—	—	—	—	—
Kochi	—	29.95	—	—	—	—	—
Nagasaki	—	29.91	—	—	—	—	—
Kagoshima	—	29.87	—	—	—	—	—
Osaka	—	29.76	—	—	—	—	—
Naha	—	29.66	—	—	—	—	—
Ishigakijima	—	29.44	—	—	—	—	—
Taihou	1 p.m.	29.34	—	—	—	—	—
Taichu	—	29.52	—	—	—	—	—
Tainan	—	29.53	—	—	—	—	—
Koshun	—	29.52	—	—	—	—	—
Pescadores	—	29.52	—	—	—	—	—
Gutzaif	3 p.m.	29.75	71	95	NNE	9	om
Sharp Peak	—	29.41	83	75	WNW	7	oc
Amoy	2.30 p.	29.54	92	51	W	6	b
Swatow	3 p.m.	29.53	92	—	NW	3	b
Canton	—	29.70	92	51	NNE	3	b
Hongkong	4 p.m.	29.61	87	65	WNW	2	b
Victoria Peak	—	29.61	87	65	WNW	2	b
Gap Rock	—	29.60	—	—	NW	4	c
Macao	—	29.64	93	—	NW	3	c
Haiphong	4 p.m.	29.72	79	92	SW	2	o
Malate	—	29.72	79	92	SW	2	o
Bacolod	3 p.m.	—	—	—	SW	4	b
Hilo	—	29.84	85	—	S	2	o
Cebu	—	29.80	88	—	S	3	c
C. St. James	4 p.m.	—	—	—	—	—	—

September 1st, 1902, a.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	7 a.m.	—	—	—	—	—	—
Nemuro	—	30.04	—	—	—	—	—
Hakodate	—	30.13	—	—	—	—	—
Tokio	—	30.06	—	—	—	—	—
Kochi	—	29.99	—	—	—	—	—
Nagasaki	—	29.87	—	—	—	—	—
Kagoshima	—	29.87	—	—	—	—	—
Osaka	—	29.76	—	—	—	—	—
Naha	—	29.66	—	—	—	—	—
Ishigakijima	—	29.54	—	—	—	—	—
Taihou	5 a.m.	29.57	—	—	—	—	—
Taichu	—	29.59	—	—	—	—	—
Tainan	—	29.61	—	—	—	—	—
Koshun	—	29.59	—	—	—	—	—
Pescadores	—	29.60	—	—	—	—	—
Gutzaif	9 a.m.	29.54	72	95	N	10	om
Sharp Peak	—	29.60	81	73	W	2	ov
Amoy	5.30 a.	—	—	—	—	—	—
Swatow	9 a.m.	—	—	—	—	—	—
Canton	—	29.74	83	56	N	2	b
Hongkong	10 a.m.	29.72	—	—	—	—	—
Victoria Peak	—	29.72	—	—	—	—	—
Gap Rock	—	—	—	—	—	—	—
Macao	—	—	—	—	—	—	—
Haiphong	10 a.m.	29.80	79	92	WSW	2	o
Malate	9 a.m.	—	—	—	—	—	—
Bacolod	—	29.87	84	—	NW	2	b
Hilo	—	29.80	88	—	S	3	c
Cebu	—	—	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidzuru Maru	Sept. 3
Bremen, &c.	Nachien	Nov. 12
	Klauschou	Dec. 10
	Bayers	Dec. 24
	König Albert	Sept. 4
	Prinzess Irene	Sept. 18
	P. R. Luitpold	Oct. 1
	Preussen	Oct. 15
	Hamburg	Oct. 29
	Gera	Nov. 12
Chinkiang	Taiwan	Sept. 5
Fuichow, &c.	Nippon	Sept. 17
Genoa, &c.	Anping Maru	Sept. 10
Havre & Hamburg	Benalder	Sept. 12
	Silvia	Oct. 22
	Königsberg	Sept. 13
	Bamberg	Sept. 24
	Freiburg	Oct. 4
	Saxonia	Nov. 6
Kobe & Yokohama	Chingtu	Sept. 6
	Inaba Maru	Sept. 12
Liverpool	Pyrhus	Sept. 3
London	Antenor	Sept. 10
	Dardanus	Sept. 16
	Diomed	Sept. 30
	Iason	Oct. 14
	Parramatta	Sept. 13
	Diamante	Sept. 18

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Ribbons, Laces.
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Flannels, Flannelette.
Feathers, Flowers.
Chiffons, Nets.
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Fancy Work, Wools.
Boots and Shoes, &c., &c.

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Hosiery, Gloves.
Hats, Ties.
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July 16th.

R. G. HECKFORD,
MANAGER.